

## Commonwealth of Massachusetts

| Date of Crash<br>01/04/2002  |  |  | Time of Crash<br>14:19:00<br>24HR |  |  | City/Town<br>BEDFORD |  |  | Motor Vehicle Crash<br>Police Report  |  |  | Number<br>Vehicle<br>0 |  | Number<br>Injured<br>1 |  | Speed Limit<br>25 |  | State Police<br>Local Police<br>MBTA Police<br>Other |  |
|--|--|--|-----------------------------------|--|--|----------------------|--|--|---|--|--|------------------------|--|------------------------|--|-------------------|--|--|--|
| AT INTERSECTION:   |  |  |                                   |  |  |                      |  |  | NOT AT INTERSECTION:  |  |  |                        |  |                        |  |                   |  |  |  |
| Route _____ Direction _____ Name of Roadway/Street _____<br>At _____<br>Route _____ Direction _____ Name of Intersecting Roadway/Street _____<br>Also at Intersection with _____<br>Route _____ Direction _____ Name of Intersecting Roadway/Street _____  |  |  |                                   |  |  |                      |  |  | Route _____ Direction _____ Address# _____ Name of Roadway/Street _____<br>180 HARTWELL ROAD<br>Feet _____ of _____ or _____<br>Exit Number _____<br>74 Feet _____ of _____<br>Route _____ Intersecting Roadway/Street _____<br>Feet _____ of _____<br>Landmark _____ |  |  |                        |  |                        |  |                   |  |  |  |
| License # 03BN177221 St NH Age/DOB 25 - 3/22/77 Reg # S3377 Reg Typ MC Reg Stat NJ<br>Sex M Lic. Class MC-1 Lic. Restrictions _____ CDL Lic. N<br>Operator BROWN, IAN J<br>Address 103 SPIT BROOK ROAD, Apt# B1<br>City NASHUA State NH Zip 03062<br>Insurance Company _____<br>Vehicle Travel Direction: E Responding to Emergency N<br>Cited? N Citation # _____<br>Violation 1: CH _____ Sec _____ Violation 2: CH _____ Sec _____<br>Violation 3: CH _____ Sec _____ Violation 4: CH _____ Sec _____ |  |  |                                   |  |  |                      |  |  | Vehicle Action Prior to Crash _____ Damaged Area Code: (Circle Up to Three)<br>Event Sequence _____<br>Most Harmful Event _____<br>Driver Contributing Code _____<br>Underride/Override _____<br>Towed Y  |  |  |                        |  |                        |  |                   |  |  |  |
| Please fill out for operator/non-motorist and all occupants involved<br>Name (Last First Middle) Address Age/DOB Sex<br>Operator/Non-Motorist See Above<br>_____<br>_____<br>_____   |  |  |                                   |  |  |                      |  |  | 26 27 28 29 30 31 32 33<br>1st 2nd 3rd 4th 5th 6th 7th 8th<br>Pos. Seat Belt Status Driver Code Code Code Code<br>5 5 3 1 0 2 2<br>Medical Facility<br>Beth Israel Hospital   |  |  |                        |  |                        |  |                   |  |  |  |
| License # _____ St _____ Age/DOB _____ Reg # _____ Reg Typ _____ Reg Stat _____<br>Sex _____ Lic. Class _____ Lic. Restrictions _____ CDL Lic. _____<br>Operator _____<br>Address _____<br>City _____ State _____ Zip _____<br>Insurance Company _____<br>Vehicle Travel Direction: _____ Responding to Emergency _____<br>Cited? _____ Citation # _____<br>Violation 1: CH _____ Sec _____ Violation 2: CH _____ Sec _____<br>Violation 3: CH _____ Sec _____ Violation 4: CH _____ Sec _____           |  |  |                                   |  |  |                      |  |  | Vehicle Action Prior to Crash _____ Damaged Area Code: (Circle Up to Three)<br>Event Sequence _____<br>Most Harmful Event _____<br>Driver Contributing Code _____<br>Underride/Override _____   |  |  |                        |  |                        |  |                   |  |  |  |
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Crash Narratives See Addendum

| Property Damage             |         |       |          |                                 |
|-----------------------------|---------|-------|----------|---------------------------------|
| Owner (Last, First, Middle) | Address | Phone | Dr. Type | Description of Damaged Property |
|                             |         |       |          |                                 |
|                             |         |       |          |                                 |

TRACY Cook *Tracy* TCC Bedford 01-04-02  
 Police Officer Name (Please Print) Signature ID Badge # Department Precinct Barracks Date  
 COPA 11-24-00

Commonwealth of Massachusetts

## Motor Vehicle Crash

## Police Report

Accident No: 2002000000065  
Incident No: 2002000000065

Vehicles - Operator / non-motorist / all occupants involved (count):

Vehicle No. 1

| Name (last, first, middle) | Address                                    | Involvement Type | Age DOB        | Sex | Inj<br>ent<br>Loc | CS<br>Solic<br>System | CS<br>Gating<br>Status | CS<br>Analog<br>Switch | CS<br>Fiber<br>Cable | CS<br>Tape<br>Cable | CS<br>Voice<br>Status | CS<br>Tone<br>Cable | Medical Facility        |
|----------------------------|--|------------------|----------------|-----|-------------------|-----------------------|------------------------|------------------------|----------------------|---------------------|-----------------------|---------------------|-------------------------|
| BROWN, IAN J               | 103 SPIT BROOK ROAD,<br>Apt#: B1 NASHUA NH | Operator         | 25<br>03/22/77 | M   | 1                 | 5                     | 5                      | 99                     | 1                    | 2                   | 2                     | 2                   | Beth Israel<br>Hospital |

Narrative by Cook, Tracey

Seq. No: 1      Date & Time: 1/4/2002 4:39:00PM

Upon arrival, the operator was lying supine with his legs facing east on Hartwell Road. The operator had no idea what happened but complaining of a lot of pain in his chest area. The operator was air lifted to Beth Israel Hospital in Boston by Med Flight.

It appears that the rider skidded on the dirt shoulder on the right hand side. The distance from the start of the skid to where the operator was found on the street was 74 ft. Pole #37 was approximately 9 ft to right of the operator on the street. The bike was 89 ft east of the operator, heading down the hill.

From examining the helmet it's possible the operator hit pole #37 then rolled onto the street.